

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

S-E-C-R-E-T

COUNTRY Czechoslovakia

REPORT

25X1

SUBJECT Zilina Military Airfield

DATE DISTR. 10 June 1954

25X1

NO. OF PAGES 7

DATE OF INFO.

REQUIREMENT NO. RD

25X1

PLACE ACQUIRED

REFERENCES

DATE ACQUIRED

This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

25X1

General

1. An airfield is located south of Zilina, between the Zilina - Vrutky railroad line and the Zilina - Varin highway. During construction of the field, the highway was diverted further north, to another location. The east corner of the airfield is 200 meters west of the bridge which carries the Nededza - Varin highway across the Kotrcina stream; the south corner is 550 meters west of the Zilina - Varin railroad bridge; the west corner is 2,400 meters northwest of the south corner, alongside the Zilina - Varin railroad line; and the north corner is 600 meters east of Teplicka Obec. The axis of the rectangular airfield lies in a direction from west-northwest to east-southeast. The field is 2,400 meters long and 1,200 meters wide. The entire field and the barracks compounds are surrounded by barbed wire fencing, anchored on wooden posts.
2. The nearest highway to the field is the Zilina - Varin highway skirting the northern edge of the field. The airfield does not have its own spur line, since the main railroad line skirts the southern flank of the airfield. A spur line was built to connect the main line with the central fuel depot (Item 14 on sketch).
3. This is an old airfield. Renovation work began in 1949 and ended in 1952. Officers' quarters are still under construction. The Zilina - Varin highway was resurfaced between Teplicka Obec and Nededza Obec, and was shifted over toward the mountain side. The Kotrcina stream was rerouted on another course, north of Nededza Obec.
4. The field draws its electric power from the Zilina electric power plant. High-voltage lines from the power plant run along the north side of the Zilina - Varin highway. A transformer station (Item 12 on sketch) was erected north of the barracks compound (No. 8). From this point the power cables branch off toward the field.

S-E-C-R-E-T

25X1

STATE	X	ARMY	X	NAVY	X	AIR	EV	X	FBI		AEC								
-------	---	------	---	------	---	-----	----	---	-----	--	-----	--	--	--	--	--	--	--	--

(Note: Washington distribution indicated by "X"; Field distribution by "#").

INFORMATION REPORT INFORMATION REPORT

S-E-C-R-E-T

25X1

5. The airfield has four 2,200 (sic) searchlights mounted on three-axle, five-ton trucks. Each truck is complete with the necessary generating equipment. The searchlights can also be hooked up to the public grid. Both uses were observed. The runway is outlined in lights which are buried at ground level about 40 meters apart on either side and through the center. Yellow and red marker lights are located around the airfield, on the high ground south of the field and on nearby hills.

Runway, Taxi Strip, and Aircraft Parking Areas

6. The concrete runway is 100 meters wide and runs exactly along the longer axis of the field (Item 1 on sketch).
7. The concrete taxi strip (Item 2 on sketch) is 50 meters wide and leads from the center of the runway to the north flank of the field.
8. The field has three concrete aircraft parking areas (Item 3 on sketch), measuring 100 x 150 meters each, located as follows: 100 meters west of the taxi strip, along the north flank of the field; some 80 meters further east along the north flank; and one located immediately east of the taxi strip.

Buildings and Installations

9. The assembly hangar (Item 4 on sketch) is a concrete structure measuring 120 x 50 meters and located along the north flank, at the west end of the taxi strip. The building has a double row of pillars in the center and sheet metal doors which can be closed by sections.
10. Two hangars (Item 5 on sketch) are located east of the taxi strip, along the north flank of the field. The hangars measure 85 x 50 meters, are made of concrete, and have tar-paper roof coverings. A two-story annex is attached to the northeast end of each hangar.
11. The control tower (Item 6 on sketch) is located west of the assembly hangar and is a 15 x 10-meter concrete framework 30 meters high with a glassed-in room at the top. A balcony runs all the way around the control room.
12. The airfield headquarters building (Item 7 on sketch) is a three-storied, flat-roofed building located northwest of the control tower. It houses the airfield headquarters offices, the guard details, lecture rooms, and a motion picture auditorium.
13. The barracks compound (Item 8 on sketch), which covers an area of about 400 x 500 meters, is located north of the Zilina - Varin highway, in line with the center of the airfield, and comprises five three-story barracks, each 50 x 20 meters, with flat roofs, painted grey. Three one-story structures and four rows of garages and storage facilities complete the compound.
14. The barracks compound (Item 9 on sketch) is located west of the field, northwest of Teplicka Obec, on the north side of the highway and on the south slopes of bench mark 600. The compound is made up of five three-story buildings with flat roofs, which serve as quarters for the personnel of the AA units.
15. Officers' quarters (Item 11 on sketch) are located approximately opposite the barracks compound (No. 9) on the other side of the highway, and consist of two three-story buildings, two one-story structures, and eight bungalows.

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

16. About 60 aircraft dispersal areas are located along the south flank of the field (Item 18 on sketch). The dispersal areas are sunk into the ground and surrounded by revetments. A protective wall was erected around them, in order to prevent their observation from the railroad embankment.
17. The field has several permanent concrete AA emplacements (Item 10 on sketch), each housing four AA guns. The positions are located as follows: 50 meters west of the central fuel depot (Item 14 on sketch); 200 meters northeast of the north corner of the field; and 180 meters east of the center of the east flank of the field.

Radio, Radar, and Meteorological Equipment

18. The control tower houses an ultra-short-wave radio station. An umbrella-shaped antenna group is located on the balcony of the control tower and measures about four meters in diameter and height. Other instruments on the balcony remained unidentified, since they were constantly covered over with tarpaulin. However, two mounted machine guns were definitely identified on the balcony.
19. A permanent radar site (Item 13 on sketch) reportedly is located in the hills north of Nededma Obec. Access to the installation is heavily guarded and, beginning last winter, guards refused to let anyone into the forest to gather fire wood. Persons who were denied entrance to the forest were told by the guards that this step was necessary on account of the radar installation. The guards in the vicinity wore black shoulder boards. Details were not determined.
20. There is no meteorological station on the field, as such. However, wind socks and anemometers are mounted on top of the hangars.
21. Motor Fuel and Ammunition
The central fuel depot (Item 14 on sketch) is located some 50 meters west of the west corner of the field, northeast of the Zilina - Varin railroad line, and is composed of eight concrete, subterranean storage tanks, covered with sand piles. The capacity of the tanks is not known. The entire depot is surrounded by barbed wire and is strictly guarded.
22. The central fuel reserve depot (Item 15 on sketch) for the Czechoslovak AA Artillery is located some six kilometers southeast of the south corner of the airfield, on the northern slopes of bench mark 106 - Velka Pelem. The area measures 500 x 800 meters and reportedly the storage tanks are sunk into the slope and rest some 18 - 20 meters below a layer of limestone. The depot is said to house some 30 tanks of 15 carloads capacity each (some 150,000 kilograms, based on the capacity of 10,000 kilograms per carload).
23. A large quantity of motor fuels, stored in barrels, is located in the hangars.
24. An ammunition depot is located about eight kilometers southeast of the airfield, on the west bank of the Vah River, east of bench mark 1116 (see Item 17 on sketch). This depot dates back prior to World War II and was greatly enlarged between 1950 and 1952.

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

Garrison

25. The airfield houses the following units:
- a. The 17th Fighter Regiment [redacted] 25X1
 - b. One Aircraft Transportation Unit [redacted] 25X1
 - c. One Aircraft Service Battalion
 - d. The 3rd Medium AA Regiment [redacted] 25X1
This unit is located in the AA barracks (Item 9 on sketch).
26. The 17th Fighter Regiment is composed of a headquarters company, a command section with six aircraft, a signal company, a workshop company, an AA battery, a supply company, other units essential to the operation of a regiment, and three fighter squadrons. Each squadron is made up of three flights of six aircraft each, with two reserve aircraft. The first squadron is equipped with 18 MIG-15s. The second and third squadrons have a total of 34 YAK-9s. Members of the second and third squadron believe that their YAKs will be replaced by MIG-15s during 1955. The overall strength of the fighter regiment is 1,000 men.
27. The Aircraft Transportation Unit is an independent squadron of IL-12Bs. The unit is supposed to be reorganized into two squadrons, but thus far, the newly created squadron has no aircraft at its disposal.
28. The Aircraft Service Battalion is divided into four companies, one of which is a guard company equipped with 12.7 millimeter AA machine guns.
29. The 3rd Medium AA Regiment consists of a headquarters battery and two AA divisions of three batteries each. Each battery has four 85-millimeter Soviet AA guns, equipped with automatic fire control mechanisms. The guns are made by Skoda. The regiment is fully mechanized and uses Tatra and Skoda trucks, tractors, prime movers, and automobiles. The regimental strength is 800 men.

Activity

30. No training flights were observed. Every morning and afternoon, however, the MIG-15s took off in a northwesterly direction and returned, after one hour, out of the north. The YAK-9s also flew in the morning and afternoon, but only once each time, since they did not return for a period of from four to five hours and appeared to fly the same course as the MIGs.

Legend to Sketch of Zilina Military Airfield

- 1. Concrete runway
- 2. Concrete taxi strip
- 3. Aircraft parking areas
- 4. Large assembly hangar
- 5. Hangars
- 6. Control tower

S-E-C-R-E-T

25X1

~~S-E-C-R-E-T~~

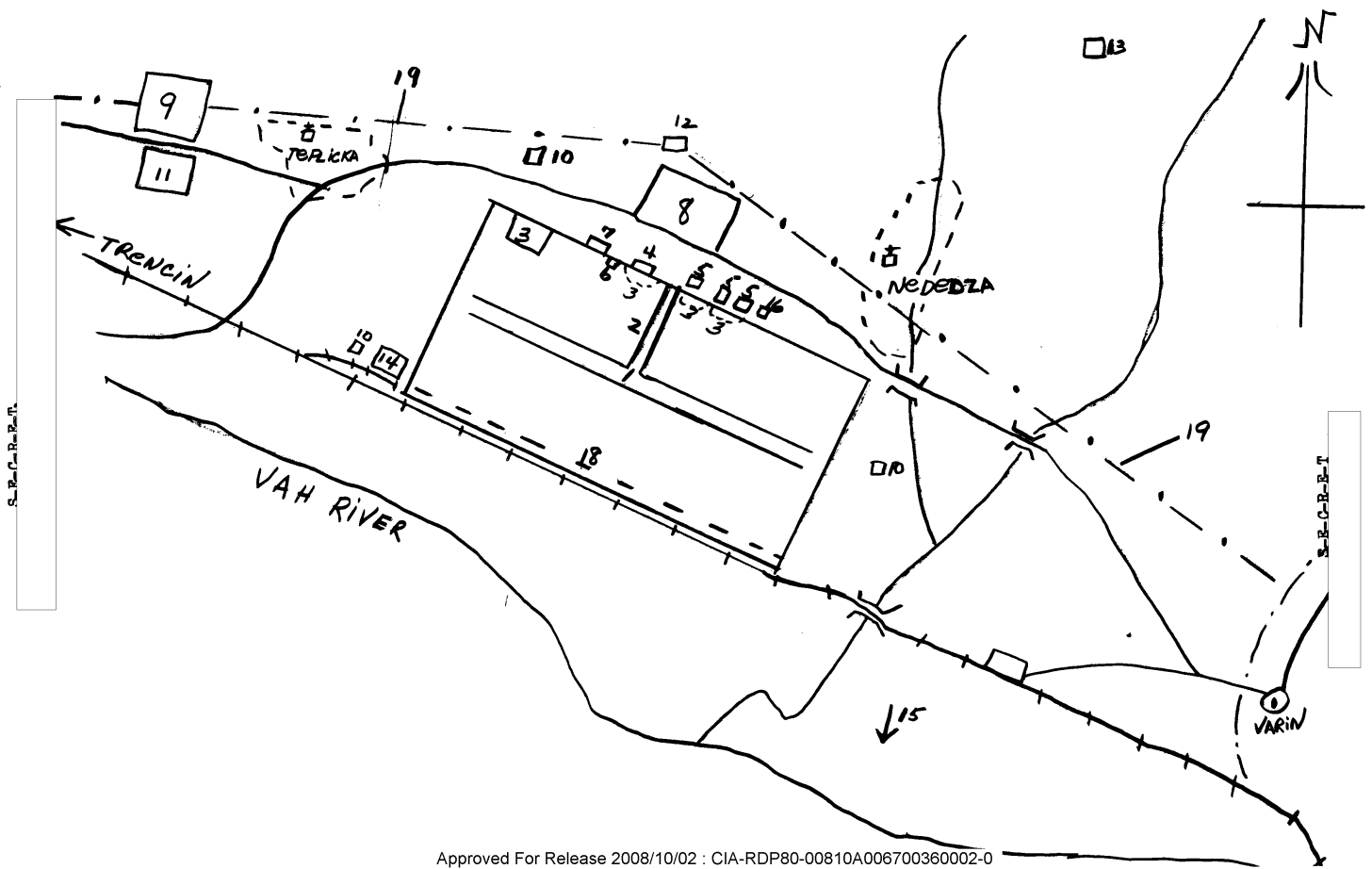
25X1

7. Airfield headquarters
8. Barracks compound for flying units
9. Barracks compound for AA units
10. AA gun emplacements
11. Officers' quarters
12. Transformer station
13. Radar station
14. Central fuel depot
15. Direction to the Air Force (sic) fuel depot, some 6 kilometers
16. Gasoline tanks
17. Direction to the ammunition depot, some 8 kilometers
18. Aircraft dispersal areas
19. Long-distance power lines

Comment: Airfields and Seaplane Stations of the World,
Volume 14, pages 147-8, carries a description,
dated June 1954, of an airfield at Zilina,
apparently not the one on this report. It is
described as being one mile southeast of
Zilina, 1/4 mile south of the Vah River.

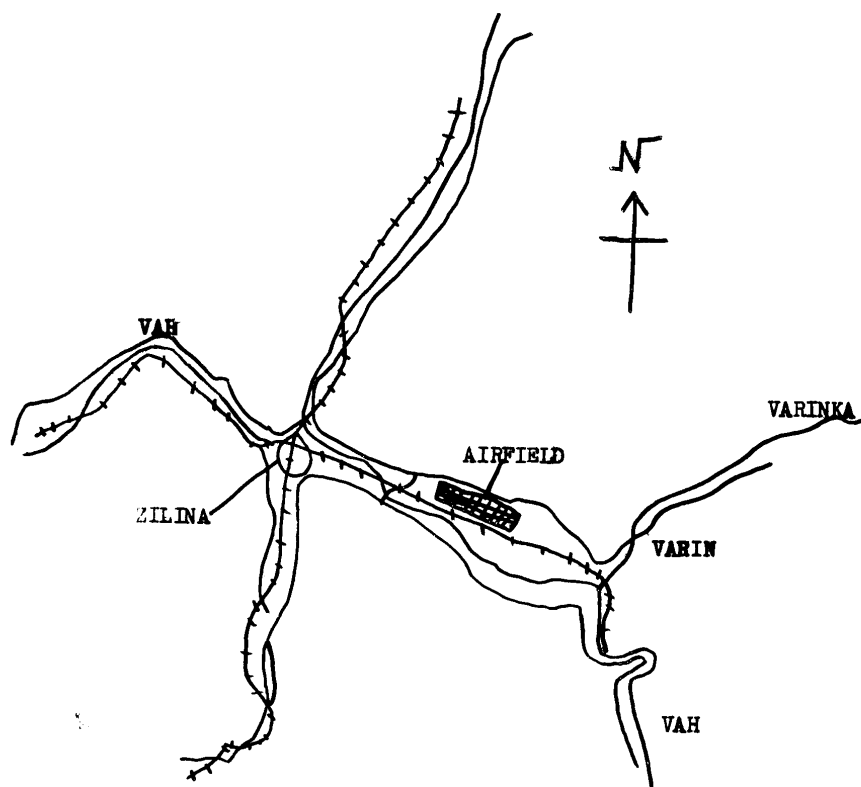
25X1

25X1



~~S-E-C-R-E-T~~

25X1



SCALE 1:200,000

~~S-E-C-R-E-T~~

25X1